LTIP GRANT

APPLICATION FOR FINANCIAL AS
Revised 4/99

IMPORTANT: Please consult the "Instructions for Completing the :e in completion of this form.

CBO&I

SUBDIVISION: City of Cincinnati CODE# 061-15000

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 9/1/2002

CONTACT: Joan Buttner PHONE # (513) 352 - 6236
(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASISDURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)
FAX (513) 325-1581 E-MAIL Joan.Buttner@rcc.org

PROJECT NAME: Queen City Avenue Street Improvements

SUBDIVISION TYPE
(Check Only 1)
__1. County
_√2. City
__3. Township
__4. Village
__5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED
(Check All Requested & Enter Amount)
_√1. Grant $ 980,000
__2. Loan $_____
__3. Loan Assistance $_____

PROJECT TYPE
(Check Largest Component)
_√1. Road
__2. Bridge/Culvert
__3. Water Supply
__4. Wastewater
__5. Solid Waste
__6. Stormwater

TOTAL PROJECT COST:$ 4,900,000 FUNDING REQUESTED:$ 980,000

OFFICE OF NEW BURLINGTON
COUNTY ENGINEER
2002 SEP 13 PM 3:03

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT:$ 980,000 LOAN ASSISTANCE:$_____
SCIP LOAN: $_____ RATE:_____% TERM: _____yrs.
RLP LOAN: $_____ RATE:_____% TERM: _____yrs.

(Check Only 1)
___State Capital Improvement Program
___Small Government Program
X Local Transportation Improvements Program

FOR OPWC USE ONLY

PROJECT NUMBER: C_____/C_____
Local Participation _____%
OPWC Participation _____%
Project Release Date: ___/___/___
OPWC Approval: _____

APPROVED FUNDING: $_____
Loan Interest Rate: _____%
Loan Term: _____years
Maturity Date: _____
Date Approved: ___/___/___
SCIP Loan _____ RLP Loan

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS: (Round to Nearest Dollar)		TOTAL DOLLARS	FORCE ACCOUNT DOLLARS
a.) Basic Engineering Services:		$_____.00	
Preliminary Design	$_____. 00		
Final Design	$_____. 00		
Bidding	$_____. 00		
Construction Phase	$_____. 00		
Additional Engineering Services *Identify services and costs below.		$_____.00	
b.) Acquisition Expenses: Land and/or Right-of-Way		$_____.00	
c.) Construction Costs:		$ 4,210,482.00	
d.) Equipment Purchased Directly:		$_____.00	
e.) Permits, Advertising, Legal: (Or Interest Costs for Loan Assistance Applications Only)		$_____.00	
f.) Construction Contingencies:		$ 689,518.00	
g.) TOTAL ESTIMATED COSTS:		$ 4,900,000.00	

*List Additional Engineering Services here:

Service:	Cost:

1.2 PROJECT FINANCIAL RESOURCES:
(Round to Nearest Dollar and Percent)

		DOLLARS	%
a.)	Local In-Kind Contributions	$_____.00	
b.)	Local Revenues	$_____.00	
c.)	Other Public Revenues	$_____.00	
	ODOT	$ 3,920,000.00	
	Rural Development	$_____.00	
	OEPA	$_____.00	
	OWDA	$_____.00	
	CDBG	$_____.00	
	OTHER _____	$_____.00	
	SUBTOTAL LOCAL RESOURCES:	$ 3,920,000.00	80%
d.)	OPWC Funds		
	1. Grant	$ 980,000.00	
	2. Loan	$_____.00	
	3. Loan Assistance	$_____.00	
	SUBTOTAL OPWC RESOURCES:	$ 980,000.00	20%
e.)	TOTAL FINANCIAL RESOURCES:	$ 4,900,000.00	100%

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# 4909 Sale Date: 2/04

STATUS: (Check one)

Traditional

√ Local Planning Agency (LPA)

State Infrastructure Bank

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Queen City Avenue Street Improvements

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION: Queen City Avenue from White Street to Wyoming Avenue (see attached map) in South Fairmount on the west side of the City of Cincinnati.

PROJECT ZIP CODE: 45214

B: PROJECT COMPONENTS:

Queen City Avenue will be widened on mostly a new alignment to provide 2 standard width lanes in both directions with left turn lanes at various intersections. The reversible lane system will be removed. Existing traffic signals will be removed.

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

The existing roadway has 3 through lanes and with the center lane designated as a reversible lane. The existing pavement is 33 feet wide. The reversible lane and the substandard reverse curves are causes of most of the vehicular accidents. The roadway will be widened to 4 through lanes with a center left turn lane and varies in width from 57 to 61 feet. The length of the project is 3000 feet.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Road or Bridge: ADT 30,008 Year: 1999 Projected ADT: 40,100 Year: 2020

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: $_____ Proposed Rate: $

Stormwater: Number of households served:

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 25 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	$ 245,000.00
TOTAL PORTION OF PROJECT NEW/EXPANSION	$ 4,655,000.00

4.0 PROJECT SCHEDULE: *

		BEGIN DATE	END DATE
4.1	Engineering/Design:	2 / 1 / 1999	6 / 1 /2001
4.2	Bid Advertisement and Award:	12/ 1 /2003	3 / 1 /2004
4.3	Construction:	3/ 1 /2004	9 / 1 /2005
4.4	Right-of-Way/Land Acquisition:	4/ 1 /2002	8 / 1 / 2003

1

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1	CHIEF EXECUTIVE OFFICER	Timothy Riordan
	TITLE	Acting Deputy City Manager
	STREET	Room 104, City Hall 801 Plum St.
	CITY/ZIP	Cincinnati, Ohio 45202
	PHONE	(513) 352-2457
	FAX	(513) 352-2458
	E-MAIL	Tim.Riordan@rcc.org
5.2	CHIEF FINANCIAL OFFICER	William Moller
	TITLE	Director of Finance
	STREET	Room 250, City Hall 801 Plum Street
	CITY/ZIP	Cincinnati, Ohio 45202
	PHONE	(513) 352-6275
	FAX	(513) 352-2370
	E-MAIL	Bill.Moller@rcc.org
5.3	PROJECT MANAGER	Jay Gala
	TITLE	Principal Construction Engineer
	STREET	Room 430, City Hall
	CITY/ZIP	Cincinnati, Ohio 45202
	PHONE	(513) 352-3423
	FAX	(513) 352-1581
	E-MAIL	Jay.Gala@rcc.org

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [ ] below that each item listed is attached.

[ ] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.

[X] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.

[X] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.

[NA] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.

[NA] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.

[ ] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)

[X] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Timothy Riordan, Acting Deputy City Manager

Certifying Representative (Type or Print Name and Title)

Signature/Date Signed

City of Cincinnati

Department of Transportation and Engineering
Division of Engineering

Room 445, City Hall
801 Plum Street
Cincinnati, Ohio 45202

Eileen Enabnit
Director

Prem Garg, P.E.
City Engineer

September 13, 2002

Subject: Queen City Avenue Street Improvements (White to Wyoming)
Certification of Useful Life for OPWC Projects

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the design useful life of the subject street improvement is at least twenty-five (25) years.

(seal)

Prem Garg, P.E.
City Engineer
City of Cincinnati

HAM-QUEEN CITY: WHITE TO WYOMING
PID 4909
CONSTRUCTION COST ESTIMATE

ITEM	DESCRIPTION	UNITS	QUANTITY	UNIT COST	TOTALS
	STREET AND SEWER WORK				
103.05	CONTRACT BOND	LUMP	LUMP	$15,000.00	$15,000.00
SPECIAL	MAINTENANCE PATCHING	C.Y.	50	55	$25,000.00
201	CLEARING & GRUBBING	LUMP	LUMP	$25,000.00	$25,000.00
201	TREES OR STUMPS REMOVED 12" SIZE	EACH	177	$165.00	$29,205.00
201	TREES OR STUMPS REMOVED 18 " SIZE	EACH	168	$220.00	$36,960.00
201	TREES OR STUMPS REMOVED 30" SIZE	EACH	44	$330.00	$14,520.00
201	TREES OR STUMPS REMOVED 48" SIZE	EACH	14	$550.00	$7,700.00
201	TREES OR STUMPS REMOVED 60" SIZE	EACH	2	$880.00	$1,760.00
202	SEAL & ABANDON EX. PIPE SEWERS	EACH	42	$110.00	$4,620.00
202	INLET ABANDONED	EACH	17	$165.00	$2,805.00
202	RIGID PAVEMENT REMOVED	SY	7079	$7.70	$54,508.30
202	WALK REMOVED	SF	2429	$1.10	$2,671.90
202	INLET REMOVED	EACH	3	$275.00	$825.00
202	CURB REMOVED	L.F.	3620	$3.30	$11,946.00
202	PIPE REMOVED	L.F.	295	$9.90	$2,920.50
202	TRENCH DRAIN REMOVED	EACH	1	$220.00	$220.00
202	JUNCTION CHAMBER REMOVED	EACH	1	$165.00	$165.00
202	CONCRETE MEDIAN REMOVED	SY	12	$6.60	$79.20
203	EXCAVATION, NOT INCL. EMBANKMENT CONSTRUCTION	CY	23652	$5.50	$130,086.00
203	EMBANKMENT	CY	6725	$4.40	$29,590.00
203	PROOF ROLLING	HR	9	$143.00	$1,287.00
203	SUBGRADE COMPACTION	SY	26813	$1.10	$29,494.30
301	BITUMINOUS AGGREGATE BASE (DRIVE)	CY	43	$55.00	$2,365.00
404	ASPHALT CONCRETE (DRIVE)	CY	22	$121.00	$2,662.00
452	11" PLAIN CONCRETE PAVEMENT	SY	21732	$44.00	$956,208.00
601	RIPRAP	SY	375	$66.00	$24,750.00
601	PAVED GUTTER	L.F.	1385	$33.00	$45,705.00
602	CONCRETE MASONRY	CY	10	$660.00	$6,600.00
602	BRICK MASONRY	CY	10	$550.00	$5,500.00
603	8" CONDUIT, TYPE H	L.F.	40	$28.00	$1,120.00
603	12" CONDUIT, TYPE H	L.F.	980	$44.00	$43,120.00
603	15" CONDUIT, TYPE H	L.F.	595	$50.00	$29,750.00
603	18" CONDUIT, TYPE H	L.F.	153	$55.00	$8,415.00
603	21" CONDUIT, TYPE H	L.F.	398	$60.00	$23,880.00
603	24" CONDUIT, TYPE H	L.F.	115	$66.00	$7,590.00
603	48" CONDUIT, TYPE B	L.F.	119	$154.00	$18,326.00
SPECIAL	12" SLOTTED DRAIN	L.F.	60	$88.00	$5,280.00
604	MANHOLE TYPE P	EACH	3	$2,200.00	$6,600.00
604	MANHOLE TYPE D	EACH	1	$2,000.00	$2,000.00
604	MANHOLE TYPE B	EACH	2	$1,800.00	$3,600.00
604	SINGLE GUTTER INLET	EACH	1	$1,400.00	$1,400.00
604	COMBINATION INLET	EACH	14	$1,900.00	$26,600.00
604	DITCH INLET	EACH	9	$1,900.00	$17,100.00
604	DOUBLE DITCH INLET	EACH	7	$2,200.00	$15,400.00
604	COMBINATION INLET MANHOLE	EACH	22	$2,100.00	$46,200.00
604	MANHOLE ADJUSTED TO GRADE	EACH	17	330	$5,610.00
604	MANHOLE RECONSTRUCTED TO GRADE	EACH	1	990	$990.00
604	SINGLE GUTTER INLET ADJUSTED TO GRADE	EACH	1	$385.00	$385.00
608	HANDICAP RAMP, TYPE 2	EACH	18	$88.00	$1,584.00
608	5" CONCRETE WALK	SF	53780	$4.00	$215,120.00
609	CONCRETE CURB, TYPE S-1	L.F.	58	$11.00	$638.00
609	CONCRETE CURB, TYPE P-1	L.F.	10608	$11.00	$116,688.00
609	CONCRETE CURB, TYPE A-1	L.F.	299	$5.50	$1,644.50
612	CONCRETE MEDIAN	SY	147	$33.00	$4,851.00
614	MAINTAINING TRAFFIC	1	1	$250,000.00	$250,000.00
619	FIELD OFFICE, TYPE A	1	1	$6,000.00	$6,000.00
627	CONCRETE DRIVEWAY	SY	288	$33.00	$9,504.00
628	SAWING PAVEMENT	L.F.	1019	$2.20	$2,241.80
659	SEEDING AND MULCHING	SY	1606	$1.00	$1,606.00
660	SODDING WITH TOPSOIL	SY	12451	$7.00	$87,157.00

ITEM	DESCRIPTION	UNITS	QUANTITY	UNIT COST	TOTALS
	NOISE ABATEMENT				
661	MULCH	CY	50	$30.00	$1,500.00
661	PLANTING VINES	EACH	591	$7.70	$4,550.70
662	PLANTING SHRUBS	EACH	54	$19.00	$1,026.00
663	PLANTING TREES (DECIDUOUS)	EACH	101	$330.00	$33,330.00
663	PLANTING TREES (EVERGREEN)	EACH	29	$220.00	$6,380.00
SPECIAL	18" x 18" PRECAST CONCRETE PAVING BLOCKS	EACH	205	$11.00	$2,255.00
	RETAINING WALL WORK				
503	COFFERDAMS, CRIBS AND SHEETING	1	1	$100,000.00	$100,000.00
503	UNCLASSIFIED EXCAVATION	1	1	$25,000.00	$25,000.00
511	CLASS C CONCRETE	CY	900	$410.00	$369,000.00
512	TYPE 2 WATERPROOFING	SY	150	$20.00	$3,000.00
516	1" PREFORMED EXPANSION JOINT FILLER	SF	225	$4.40	$990.00
517	RAILING	L.F.	48	$110.00	$5,280.00
518	POROUS BACKFILL	CY	900	$44.00	$39,600.00
518	6" NON-PERFORATED PIPE, PVC	L.F.	757	$11.00	$8,327.00
518	6" PERFORATED PIPE, PVC	L.F.	1343	$11.00	$14,773.00
524	DRILLED SHAFT 24" DIAMETER	L.F.	1382	$110.00	$152,020.00
524	DRILLED SHAFT 30" DIAMETER	L.F.	764	$140.00	$106,960.00
524	DRILLED SHAFT 36" DIAMETER	L.F.	1388	$300.00	$416,400.00
SPECIAL	SEALING CONCRETE NON-EPOXY	SY	2024	$5.00	$10,120.00
	WATER WORKS				
1110	CONCRETE CLASS C	CY	5	$165.00	$825.00
1112	FURNISH AND INSTALL FIRE HYDRANTS	EACH	2	$1,800.00	$3,600.00
1114	REMOVE FIRE HYDRANTS	EACH	2	$550.00	$1,100.00
1125	RESET EXISTING VALVE BOXES COMPLETE	EACH	12	$110.00	$1,320.00
1130	DISCONNECT EXISTING SERVICE BRANCHES 5/8" THRU 2"	EACH	17	$135.00	$2,295.00
	TRAFFIC CONTROL WORK				
1314	MAINTENANCE OF EXISTING TRAFFIC SIGNALS	EACH	3	2200	$6,600.00
1316	REMOVAL OF EXISTING TRAFFIC EQUIPMENT	EACH	2	1750	$3,500.00
642	LANE LINES 4", TYPE 1	MI	1.36	$350.00	$476.00
642	CENTER LINES 4" DOUBLE, TYPE 1	MI	0.51	$1,300.00	$663.00
642	TRANSVERSE LINE 12", TYPE 1	L.F.	1219	$2.00	$2,438.00
642	EDGELINE	MI	0.11	$440.00	$48.40
644	CHANNELIZING LINES 8"	L.F.	505	$1.60	$808.00
644	STOP LINES 12"	L.F.	289	$6.50	$1,878.50
644	CROSSWALK LINES 6"	L.F.	915	$3.30	$3,019.50
644	LANE ARROWS	EACH	6	$88.00	$528.00
644	WORD ON PAVEMENT 72"	EACH	5	$165.00	$825.00
644	DOTTED LINE 4"	L.F.	65	$1.50	$97.50
630	SIGNS ERECTED, FLAT SHEET	SF	298	$13.20	$3,933.60
630	SIGN SUPPORT ASSEMBLY, POLE MOUNTED	EACH	71	$100.00	$7,100.00
630	GROUND MOUNTED SUPPORTS, #2 POST	L.F.	326	$6.60	$2,151.60
630	GROUND MOUNTED SUPPORTS, #4 POST	L.F.	68	$8.80	$598.40
630	REMOVAL OF GROUND MOUNTED POST AND DISPOSAL	EACH	19	$16.50	$313.50
630	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	EACH	117	$14.30	$1,673.10
630	STREET NAME SIGN SUPPORT	EACH	3	$132.00	$396.00
	TRAFFIC SIGNAL WORK				
1312	POWER SERVICE	EACH	3	$3,100.00	$9,300.00
1318	STEEL POLE, CITY 10" X 28'	EACH	7	$3,200.00	$22,400.00
1318	STEEL POLE, CITY 11" X 30'	EACH	5	$3,500.00	$17,500.00
1319	ANCHOR BASE FOUNDATION, DESIGN 9	EACH	7	$600.00	$4,200.00
1319	ANCHOR BASE FOUNDATION, DESIGN 10	EACH	5	$660.00	$3,300.00
1320	GROUND ROD	EACH	12	$165.00	$1,980.00
1321	TRENCH, 24" DEEP	FT.	205	$4.00	$820.00
1321	TRENCH, 30" DEEP	FT.	930	$6.00	$5,580.00
1321	CONDUIT, 1-2" PVC, CONCRETE ENCASED	FT.	155	$6.60	$1,023.00
1321	CONDUIT, 1-3" PVC, CONCRETE ENCASED	FT.	50	$7.70	$385.00
1321	CONDUIT, 1-4" RMC	FT.	120	$22.00	$2,640.00
1321	CONDUIT, 2-4" RMC	FT.	325	$27.50	$8,937.50
1321	CONDUIT, 2-4" AND 1-2", RMC	FT.	485	$33.00	$16,005.00
1322	PULLBOX, CONCRETE, 18" X 18", TYPE B	EACH	15	$500.00	$7,500.00
1322	SECTIONALIZER, CTCS, INSTALLATION ONLY	EACH	3	$440.00	$1,320.00
1323	TRAFFIC SIGNAL CABLE, 7/C #14	FT.	3535	$1.65	$5,832.75
ITEM	DESCRIPTION	UNITS	QUANTITY	UNIT COST	TOTALS

TRAFFIC SIGNAL WORK CONTINUED

1323	POWER CABLE, 2 #6	FT.	350	$2.20	$770.00
1323	MESSENGER WIRE, 5/16" WITH ACCESSORIES, AS PER PLAN	FT.	885	$4.62	$4,088.70
1323	LOOP DETECTOR WIRE, #14 AWG, THWN	FT.	1505	$1.45	$2,182.25
1323	LOOP DETECTOR LEAD-IN CABLE	FT.	645	$1.45	$935.25
1323	TRAFFIC SIGNAL INTERCONNECT CABLE, 6 PAIR, INSTALL. ONL	FT.	475	$1.65	$783.75
1323	TRAFFIC SIGNAL INTERCONNECT CABLE, 12 PR., INSTALL. ONL	FT.	3000	$2.00	$6,000.00
1324	TRAFFIC SIGNAL CONTROLLER, INSTALLATION ONLY	EACH	2	$990.00	$1,980.00
1324	REUSE EXISTING CONTROLLER	EACH	1	$1,100.00	$1,100.00
1327	TRAFFIC SIGNAL HEAD, 3 SECTION, VERT., 12" RYG	EACH	10	484	$4,840.00
1327	TRAFFIC SIGNAL HEAD, 3 SECTION, VERT., 12" RYG	EACH	2	484	$968.00
1327	TRAFFIC SIGNAL HEAD, 3 SECTION, VERT., 8" RYG	EACH	6	440	$2,640.00
1327	PEDESTRIAN SIGNAL HEAD, 2 SECTION, 12" INCANDESCENT	EACH	14	$462.00	$6,468.00
1328	PEDESTRIAN PUSHBUTTONS WITH SIGNS	EACH	6	$220.00	$1,320.00
1328	LOOP DEFLECTOR PAVEMENT CUTTING	EACH	447	$8.80	$3,933.60
1329	REFLECTORIZED SIGN, 24"X30", "ONLY", #79C	EACH	6	$88.00	$528.00
1329	REFLECTORIZED SIGN, 24"X30", "ONE-WAY", #92C	EACH	1	$88.00	$88.00

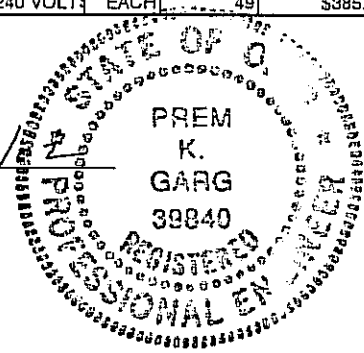
LIGHTING WORK

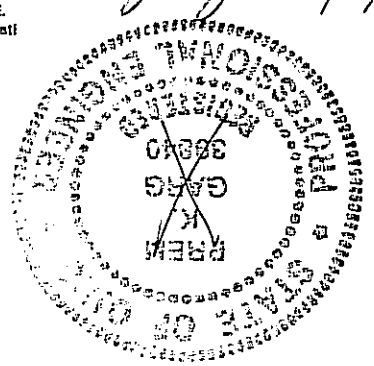
1312	POWER SERVICE	EACH	3	$3,300.00	$9,900.00
1318	STEEL POLE, CITY, 11" X 30" WITH 10' BRACKET ARM	EACH	44	$1,540.00	$67,760.00
1318	BRACKET ARM MISC: 10' MOUNTED ON STRAIN POLE	EACH	5	$360.00	$1,800.00
1319	ANCHOR BASE FOUNDATION, DESIGN 10	EACH	44	$600.00	$26,400.00
1320	GROUND ROD	EACH	44	$150.00	$6,600.00
1321	CONDUIT 3" RMC	L.F.	2656	$10.50	$27,888.00
1321	CONDUIT 2-3" RMC	L.F.	2660	$18.70	$49,742.00
1321	CONDUIT 4" RMC	L.F.	385	$22.00	$8,470.00
1321	CONDUIT 4" JACKED RMC	L.F.	45	$31.00	$1,395.00
1321	TRENCH, 24" DEEP	L.F.	4784	$4.00	$19,136.00
1321	TRENCH, 30" DEEP	L.F.	309	$5.00	$1,545.00
1322	PULLBOX, CONCRETE, 18" X 18", TYPE B	EACH	44	$500.00	$22,000.00
1323	POLE & BRACKET CABLE NO. 10 AWG, 600 VOLT	L.F.	2450	$1.00	$2,450.00
1323	DISTRIBUTION CABLE NO. 4 AWG, 600 VOLT	L.F.	6437	$2.00	$12,874.00
1323	DISTRIBUTION CABLE NO. 1/0 AWG, 600 VOLT	L.F.	199	$3.00	$597.00
1323	CABLE SPLICING KIT	EACH	52	$59.00	$3,068.00
1323	CONNECTOR KIT, TPE II	EACH	98	$55.00	$5,390.00
1325	LUMINAIRES CONVENTIONAL , TYPE IIA, 250 W, HPS, 240 VOLTS	EACH	49	$385.00	$18,865.00

TOTAL ESTIMATED CONSTRUCTION ESTIMATE	$4,210,482.10
CONTINGENCIES (15%)	$689,517.90
TOTAL COST ESTIMATE	$4,900,000.00

9/9/2

Prem Garg, P.E.
City of Cincinnati
City Engineer





City of Cincinnati

Department of Finance

Suite 250, City Hall
801 Plum Street
Cincinnati, Ohio 45202
Phone (513) 352-3731
Fax (513) 352-2370

William E. Moller
Director

September 13, 2002

Mr. Lawrence Bicking, Director
Ohio Public Works Commission
65 East State Street, Suite 312
Columbus, Ohio 43215

RE: Status of Funds for Local Share of 2003 SCIP/LTIP Project Grants

Dear Mr. Bicking:

The local matching shares for the following 2003 SCIP/LTIP Projects (Round 17 Funding) are recommended by the City Manager for funding in the City's 2003 Capital Improvement Program:

STREET REHABILITATION PROJECTS

Madison Road – Brotherton to Edwards
Queen City Avenue – Harrison to White
Gilbert Avenue / Montgomery Road – Elsinore to Brewster
Dixmyth Avenue – M. L. King to Clifton
Vine Street – Erkenbrecher to Mitchell
Eastern Avenue – Wortman to Columbia Parkway

STREET IMPROVEMENT PROJECTS

Kirby Road Improvements – Virginia to North Bend
Madison Road / Red Bank Expressway Improvements
Queen City Avenue Improvements – White to Wyoming

The matching funds for these projects are coming from Street Improvement Bonds and from Cincinnati Southern Railway lease proceeds.

If you have any questions or need additional information regarding these projects, please contact me at 513-352-6275.

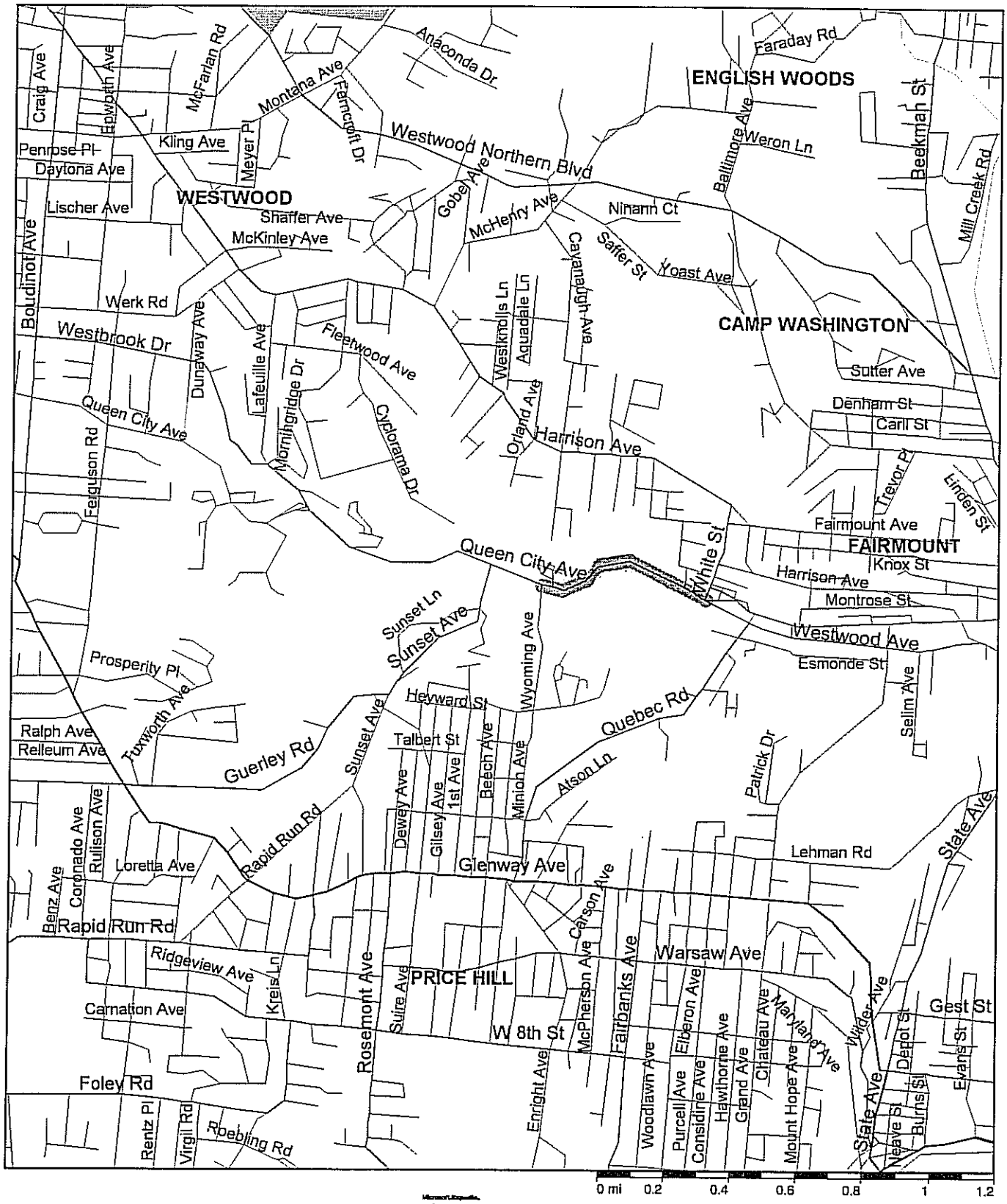
Sincerely,

William E. Moller
Director of Finance

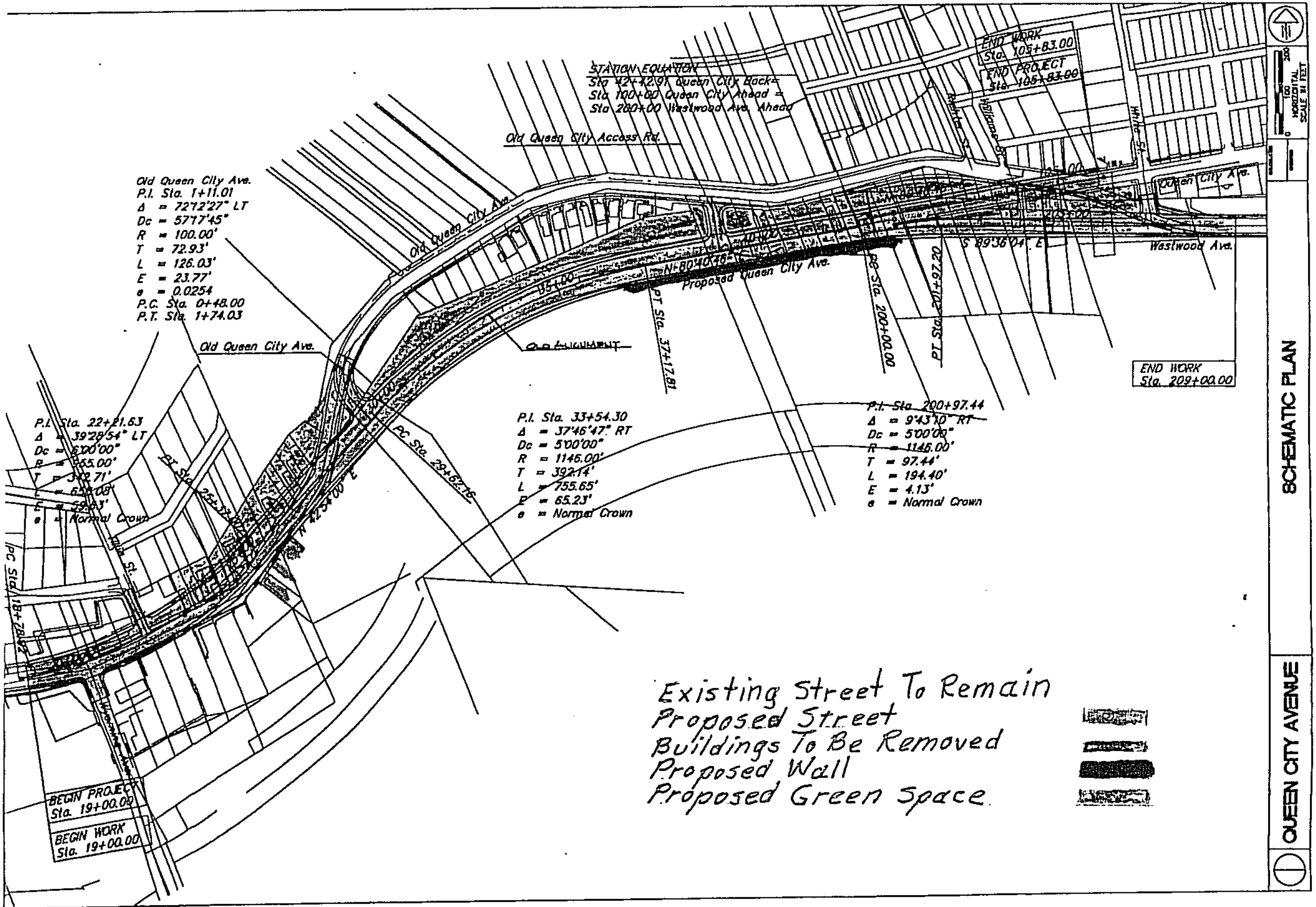
cc: T. Riordan, Acting DCM, P. Heile, Law, B. Ashford, Budget, E. Enabnit, Transportation & Engineering
P. Garg, Engineering, K. Conn, Engineering, J. Vogel, Engineering, J. Buttner, Engineering
J. Flading, Engineering, G. Long, Engineering, C. Ertel, Engineering, D. Cline, Engineering
Adm. Files, Eng. Div. File

Queen City Avenue Street Improvements

White to Wyoming



Streets98


SCHEMATIC PLAN
QUEEN CITY AVENUE
HORIZONTAL SCALE IN FEET
0 100 200
STATION EQUATION
Sta 42+42.91 Queen City Back=
Sta 100+00 Queen City Ahead =
Sta 200+00 Westwood Ave. Ahead
Old Queen City Access Rd.
END WORK Sta. 105+83.00
END PROJECT Sta. 105+83.00
END WORK Sta. 209+00.00
Old Queen City Ave.
P.I. Sta. 1+11.01
Δ = 72°12'27" LT
Dc = 57°17'45"
R = 100.00'
T = 72.93'
L = 126.03'
E = 23.77'
e = 0.0254
P.C. Sta. 0+48.00
P.T. Sta. 1+74.03
Old Queen City Ave.
Old Queen City Ave.
Queen City Ave.
Westwood Ave.
White St.
Williams St.
Proposed Queen City Ave.
S 89°36'04" E
PT Sta. 37+17.81
PC Sta. 200+00.00
PT Sta. 201+97.20
OLD ALIGNMENT
PC Sta. 29+62.16
P.I. Sta. 22+21.63
Δ = 39°28'54" LT
Dc = 5°00'00"
e = Normal Crown
P.I. Sta. 33+54.30
Δ = 37°46'47" RT
Dc = 5°00'00"
R = 1146.00'
T = 392.14'
L = 755.65'
E = 65.23'
e = Normal Crown
P.I. Sta. 200+97.44
Δ = 9°43'10" RT
Dc = 5°00'00"
R = 1146.00'
T = 97.44'
L = 194.40'
E = 4.13'
e = Normal Crown
BEGIN PROJECT Sta. 19+00.00
BEGIN WORK Sta. 19+00.00
PC Sta. 18+78.92
Existing Street To Remain
Proposed Street
Buildings To Be Removed
Proposed Wall
Proposed Green Space

EMERGENCY

City of Cincinnati

An Ordinance No. 345 - 2002

AUTHORIZING the City Manager to apply for and accept street improvement funding grants and loans from the State of Ohio, Ohio Public Works Commission, in the approximate amount of $8,600,950, to be used for six street rehabilitation projects and three street improvement projects.

WHEREAS, the State Capital Improvement Program, the Local Transportation Improvement Program, and the State Revolving Loan Program provide for infrastructure funding; and

WHEREAS, the District 2 Integrating Committee is accepting applications for projects within Hamilton County, State of Ohio; and

WHEREAS, City of Cincinnati local matching funds for the nine street improvement and rehabilitation projects are available in the 2003 Street Rehabilitation, 2003 Street Improvement, 2003 Community Street Improvement, and 2003 Wall Stabilization/Landslide Correction Programs; and Stormwater Management; now, therefore

BE IT ORDAINED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That the City Manager is hereby authorized to execute and file applications, on behalf of the City of Cincinnati, with the Ohio Public Works Commission through the Hamilton County District 2 Integrating Committee, for grants and for loans at an interest rate acceptable to the Director of Finance in the approximate amount of $8,600,950 for funding six nine street rehabilitation projects, namely Dixmyth Avenue, Queen City Avenue, Gilbert/Montgomery, Madison Road, Eastern Avenue, and Vine Street; and three street improvement projects for Madison/ Red Bank, Kirby Road, and Queen City Avenue; and to accept such grants and loans if awarded by the Ohio Public Works Commission.

Section 2. That the City Manager and other proper City officials are hereby authorized to execute such agreements and other documents as are required by the State for receipt and

administration of the above grants and loans, and the Director of Finance is authorized to receive said grant and deposit funds therefrom in Department of Transportation and Engineering capital improvement program project accounts, in accord with the terms of Section 1 hereof.

Section 3. This ordinance is an emergency measure necessary for the immediate preservation of the public peace, welfare, and safety and shall, subject to the terms of Article II, Section 6 of the Charter, be effective immediately. The reason for the emergency is the immediate need to meet critical funding application deadlines, and to have legislation in place in order to receive and utilize grant funds at the earliest possible time.

Passed October 30, 2002

Alicia Reece
Vice - Mayor

Attest: Melissa Autry
Clerk

I HEREBY CERTIFY THAT ORDINANCE NO 345
2002 WAS PUBLISHED IN THE CITY BULLETIN
IN ACCORDANCE WITH THE CHARTER ON 11-12-02

Clerk of Council

CERTIFICATION OF TRAFFIC COUNT

As required by the District 2 Integrating Committee, I hereby certify that the traffic counts herein attached to the **Queen City Avenue – White to Wyoming** project application are a true and accurate count done by the City of Cincinnati's Traffic and Road Operations Division.

Stephen I. Niemeier, P.E.
Supervising Engineer

ROAD SEGMENT ACCIDENT SUMMARY
DIVISION OF TRAFFIC ENGINEERING
CITY OF CINCINNATI

Roadway: Queen City Avenue from White Street to Wyoming Avenue
Prepared by: L. Kiser Date: December 8, 2000

Year	Total	Rear End	Right Angle	Turning LT	Turning RT	Side Swipe	Parked Veh	Fixed Object	Ped.	Other	Injury
98	31	12	5			18		2		4 head-ons	20***
										*** No information on seriousness	
97	45	15	5			13		8	3	1 animal	9**
											** 1 serious
96	42	17	2			14		5		3 head-ons	12*
										(1 full front)	*5 serious
											* 1 fatality

Accident Rate
(per million vehicle miles per year)

$$\frac{118 \times 1{,}000{,}000}{.557 \times 30{,}008 \times 365 \times 3}$$

= 6.4 accidents/million vehicle miles travelled

ADDITIONAL SUPPORT INFORMATION

For Program Year 2003 (July 1, 2003 through June 30, 2004), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? _____YES __√__NO (ANSWER REQUIRED)

Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

While the pavement of Queen City Avenue is in "good" condition, deficiencies in design elements such as horizontal geometrics force the street into "poor" condition. There are three-11 foot lanes, including a center reversible lane. The lack of left turn storage lanes causes back-ups and accidents; the sharp reverse curves are substandard reducing the sight distance; the reversible lane system creates confusion for drivers, the substandard pavement width and curves cause side-swipe, head-ons and fixed object accidents, and the many driveways create conflicts with the vehicles traveling Queen City Avenue, which all contribute to a high accident rate.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The accident rate is 6.4 accidents per MVM. The attached summary shows a total of 188 accidents over 3 years, with 7 head-on collisions, 44 rear-end accidents, 12 right angle, 45 side swipe and 15 fixed object. There were 1 fatality and 42 personal injuries. The accident rate for head-on collisions, which is much higher than average, and the fatality and personal injuries will be reduced by the removal of the reversible lane and new alignment with standard horizontal curves. Head-on collisions usually result in personal injury to the occupants and are severe, especially where the speed is 30 mph or higher. The rear-end, angle and side-swipe accidents rate will be alleviated with the installation of left turn storage lanes and elimination of conflicts with 50 driveways. On-street parking will also be eliminated with this project and will contribute to the reduction of side-swipe and rear-end

type accidents. The side-swipe accidents and fixed object accidents rate will be alleviated with widening the curb lanes to 12 and 14 feet and the construction of horizontal curves meeting current standards. The elimination of conflicts with 50 driveways will also alleviate the right angle accidents rate. Queen City Avenue between White and Wyoming, on the new alignment, is being decreased by 200 feet which reduces the VMT per day by 1100 miles, which should also help to reduce the accident rate.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The houses and citizens ,on the section of Queen City Avenue that will become local, cul-de-saced streets, will have an improved standard of living with less traffic noise when the 30,008 VPD are on the relocated section.

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 Madison Road / Red Bank Expressway Improvements

Priority 2 Kirby Road Improvements

Priority 3 Dixmyth Avenue Rehabilitation

Priority 4 Queen City Avenue Rehabilitation (Harrison to White)

Priority 5 Queen City Avenue Improvements (White to Wyoming)

5) Will the completed project generate user fees or assessments?

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.).

No √ Yes _____ If yes, what user fees and/or assessments will be utilized?

6) Economic Growth – How will the completed project enhance economic growth

Give a statement of the projects effect on the economic growth of the service area (be specific).

Specialized Plumbing was relocated to a larger facility to meet their expansion needs and expand their number of employees. The project will improve access to a planned housing development at the southwest corner of Queen City Avenue and Sunset Avenue.

7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by August 10 th of this year for this project with the Hamilton County Engineer's Office. List below all "other" funding the source(s).

OKI STP funds

9) **Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?**

Describe how the proposed project will alleviate serious traffic problems or hazards (be specific).

The proposed project will provide capacity for the future traffic projections and improve level of service to "C". The addition of a permanent through lane in both directions and the construction of left-turn lanes will improve the capacity of the street. With the construction of the relocated arterial, on-street parking will be restricted, resulting in 5 full-time open lanes for the movement of traffic. This will provide the needed capacity for at least the next twenty years. The following serious traffic hazards will be removed in order to improve safety: Reversible lane system, substandard horizontal alignment, conflicts with 50 driveways, and lack of left-turn storage lanes.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS D Proposed LOS C

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

10) **If SCIP/LTIP funds were granted, when would the construction contract be awarded?**

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 7

a.) Are preliminary plans or engineering completed? Yes √ No _____ N/A _____

b.) Are detailed construction plans completed? Yes √ No _____ N/A _____

c.) Are all utility coordinations completed? Yes _____ No √ N/A _____

d.) Are all right-of-way and easements acquired (if applicable)? Yes _____ No √ N/A _____

If no, how many parcels needed for project? 36 Of these, how many are: Takes 26

Temporary 10

Permanent _____

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

Two parcels have been acquired. Appraisals and Title Reports have been completed

and reviewed by an ODOT-certified appraisal reviewer. The acquisitions are on schedule to be complete by August 1, 2003. The resolution declaring the intent to appropriate was passed by City Council on June 25, 2002.

e.) Give an estimate of time needed to complete any item above not yet completed. 11 Months.

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.
Queen City Avenue is on the Federal Aid Urban System and is classified as a major arterial. The street is a major travel corridor for the west side of Cincinnati and Hamilton County, linking the communities of Westwood, Cheviot, Western Hills, North Fairmount, South Fairmount and Price Hill with I-75, the University of Cincinnati, hospitals in the Uptown area and downtown Cincinnati. As such, Queen City Avenue has major regional impact.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure? No

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

Will the ban be removed after the project is completed? Yes _____ No _____ N/A √

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 30,008 X 1.20 = 36,009 Users

Water/Sewer: Homes _____ X 4.00 = _____ Users

15) Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply)

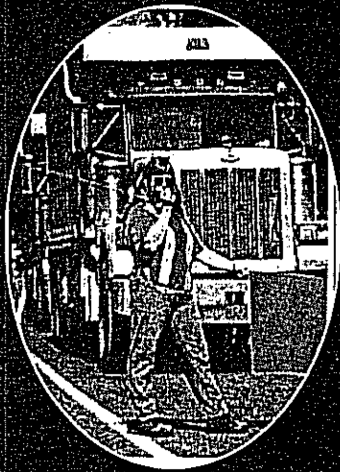
Optional $5.00 License Tax √

Infrastructure Levy √ Specify type Dedicated portion of City earnings tax

Facility Users Fee _____ Specify type _____

Dedicated Tax _____ Specify type _____

Other Fee, Levy or Tax _____ Specify type _____



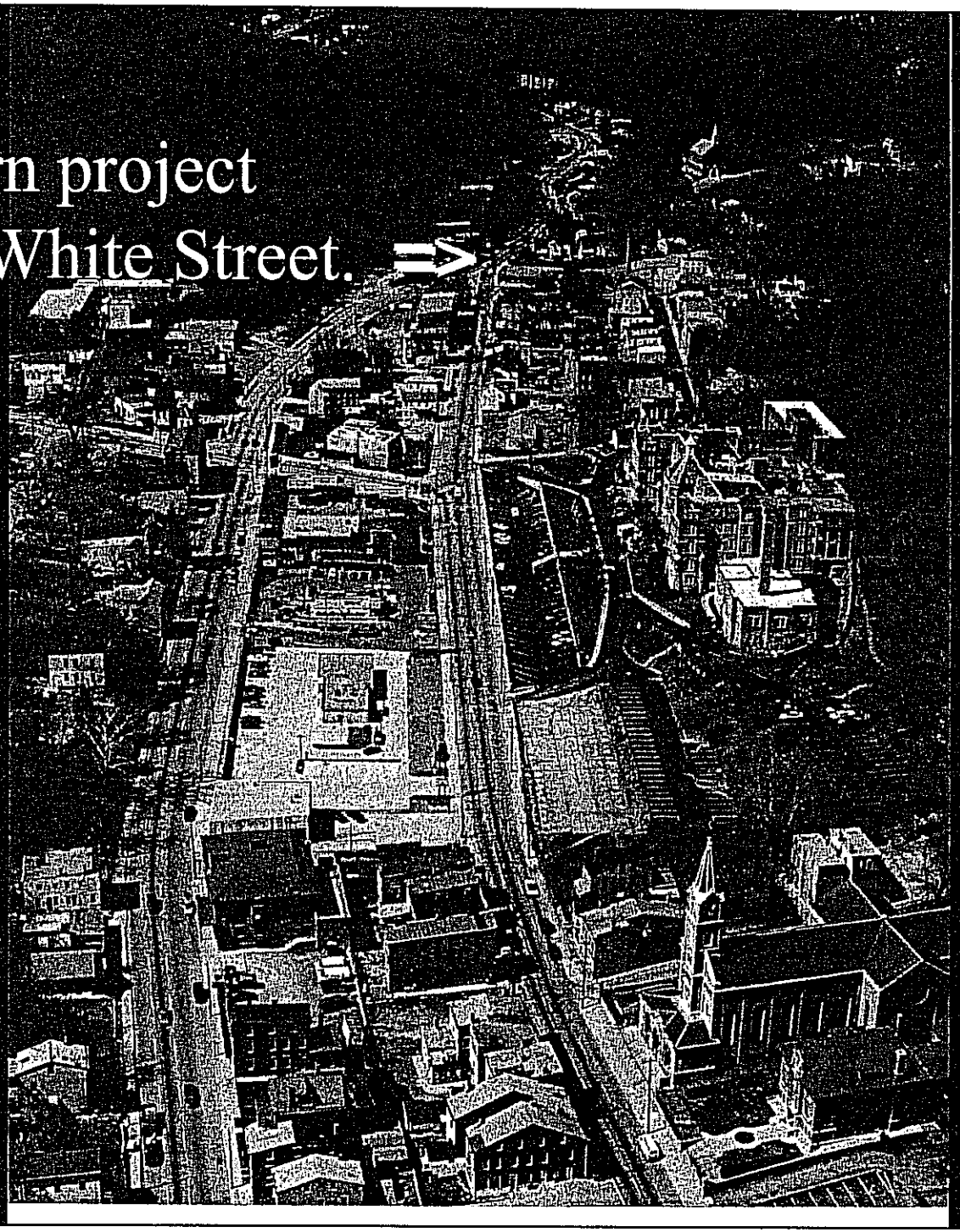
LTIP Application- State Issue 2 Funding

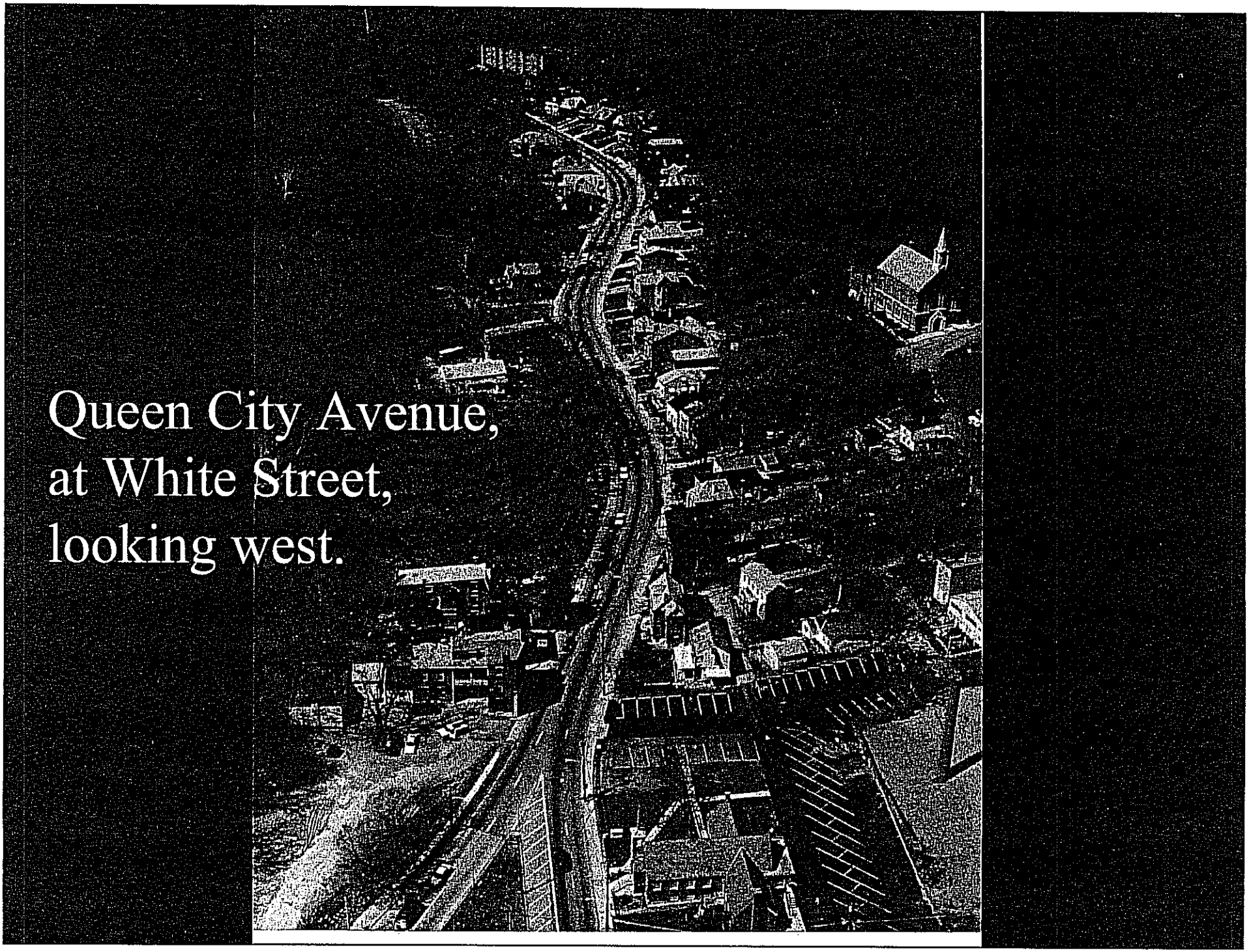
Queen City Avenue

White Street

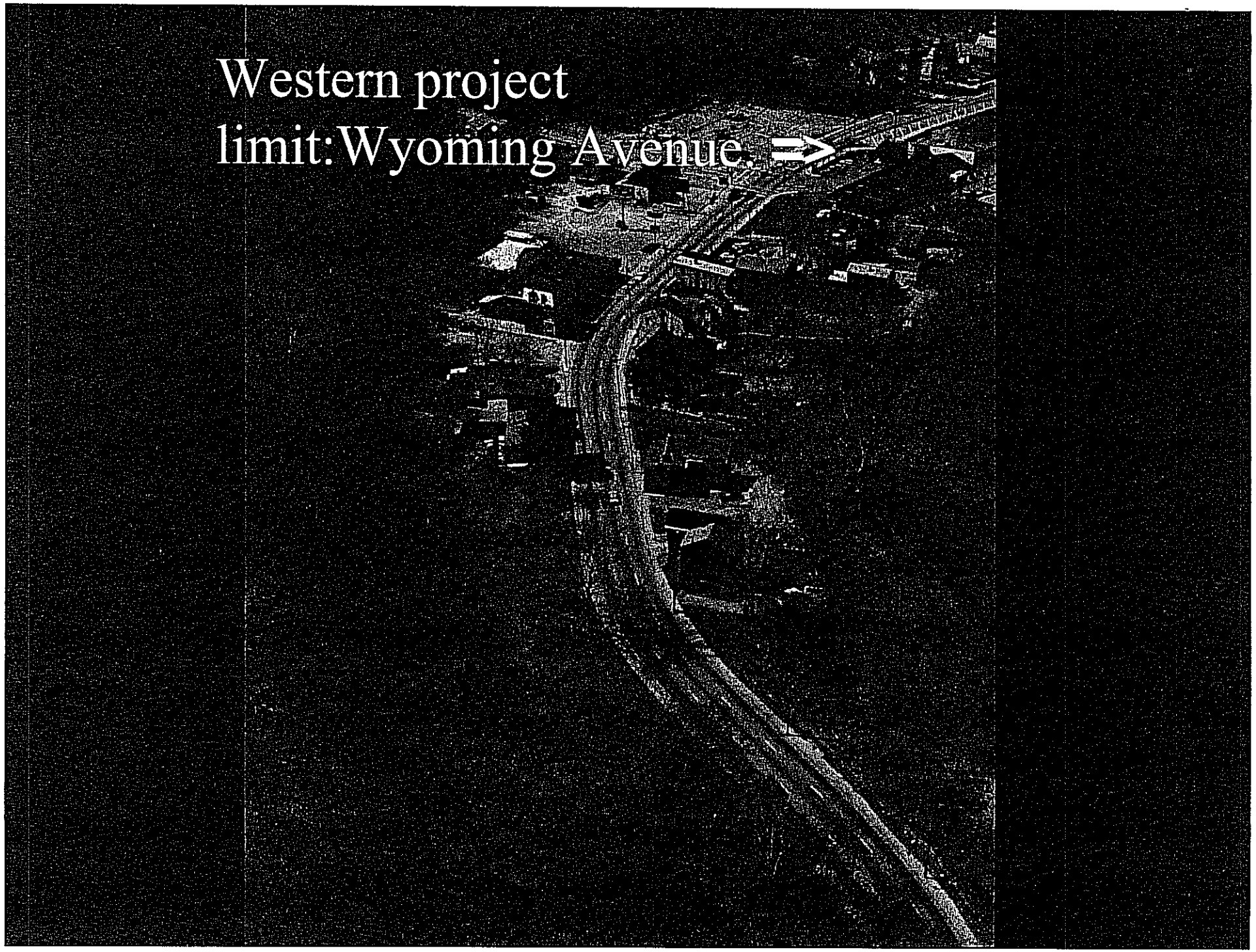
Wyoming Avenue

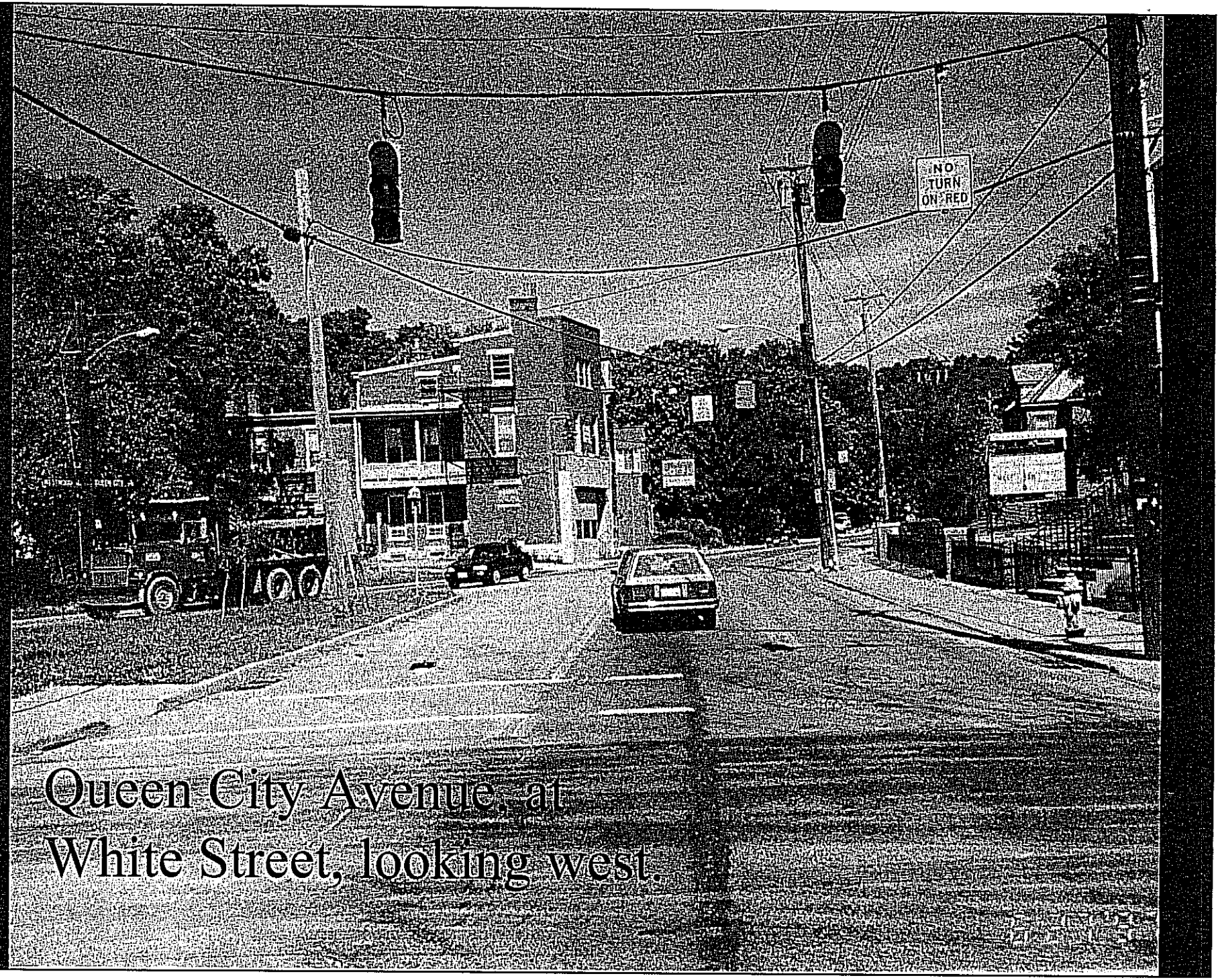
Eastern project limit: White Street. ⇨



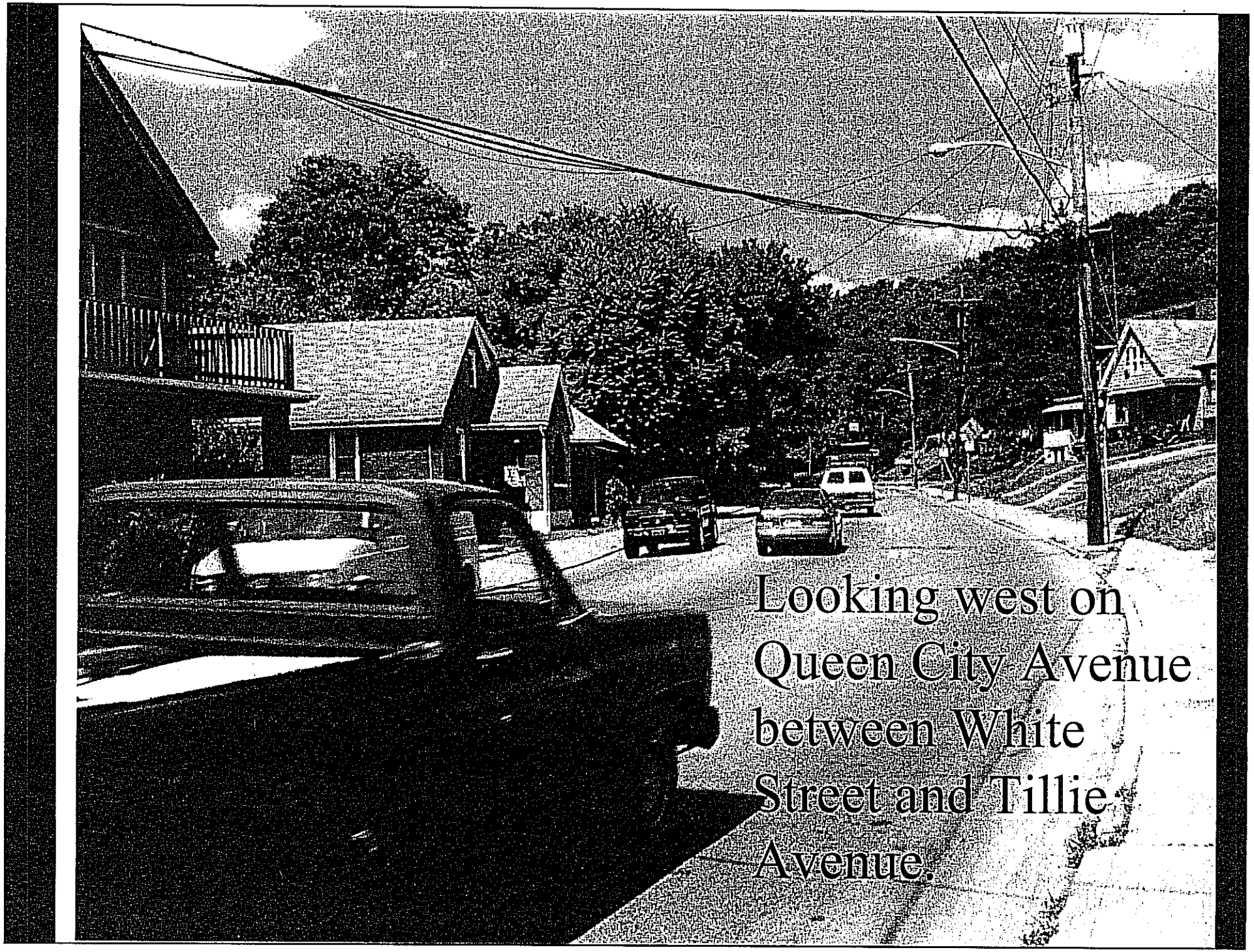


Queen City Avenue,
at White Street,
looking west.

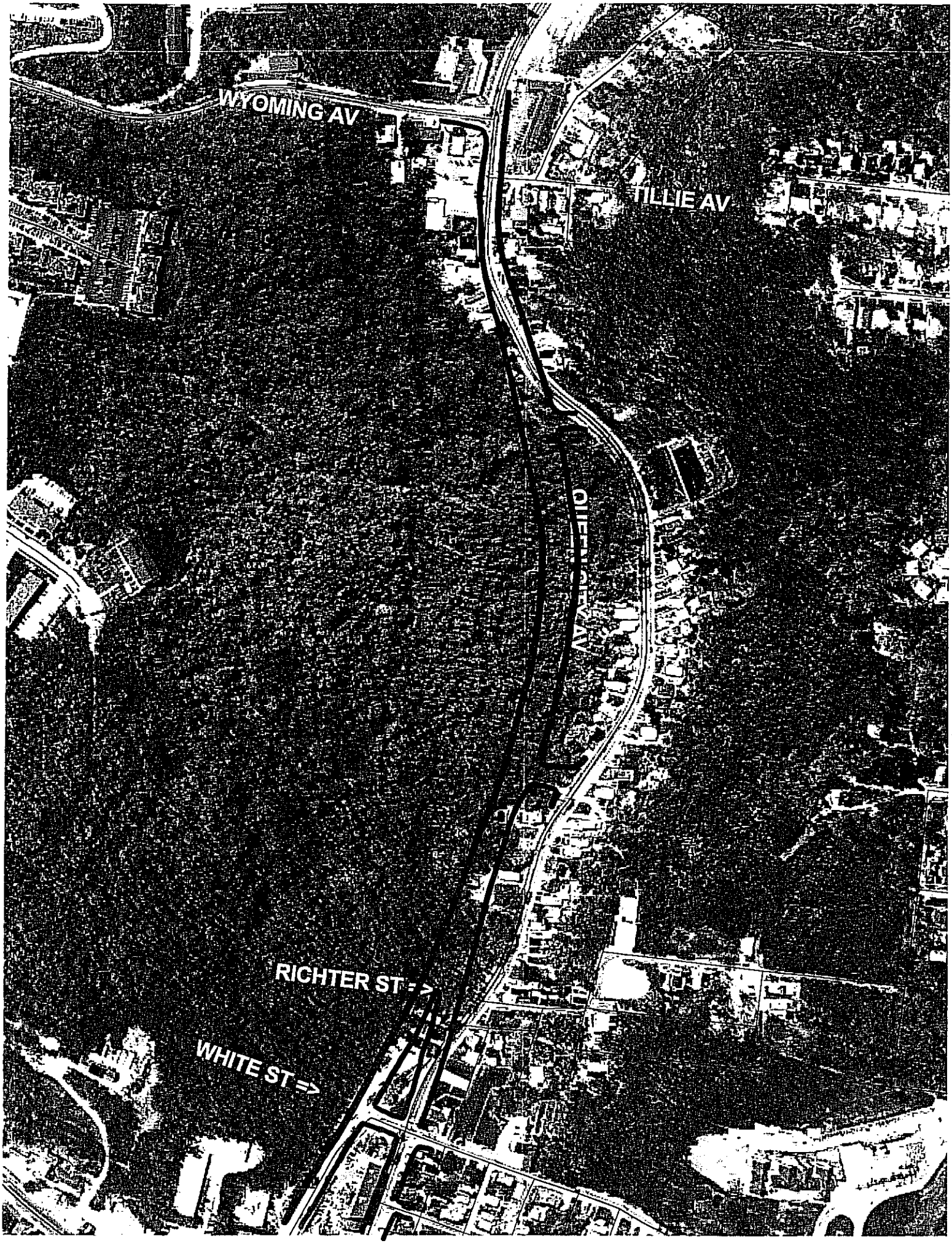

Western project
limit: Wyoming Avenue ⇒



Queen City Avenue, at White Street, looking west.



Looking west on Queen City Avenue between White Street and Tillie Avenue.


WYOMING AV
TILLIE AV
QUEENS WAY
RICHTER ST
WHITE ST

SCIP/LTIP PROGRAM
ROUND 17 - PROGRAM YEAR 2003
PROJECT SELECTION CRITERIA
JULY 1, 2003 TO JUNE 30, 2004

NAME OF APPLICANT: CINCINNATI

NAME OF PROJECT: QUEEN CITY AVENUE - WHITE TO WYOMING

RATING TEAM: 1

NOTE: *See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system.*

CIRCLE THE APPROPRIATE RATING

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

25 - Failed
23 - Critical
20 - Very Poor
17 - Poor
15 - Moderately Poor
(10) - Moderately Fair
5 - Fair Condition
0 - Good or Better

curb at spots non-existant
some rutting / cracks

Appeal Score _____

2) How important is the project to the *safety* of the Public and the citizens of the District and/or service area?

25 - Highly significant importance
(20) - Considerably significant importance
15 - Moderate importance
10 - Minimal importance
0 - No measurable impact

see att

Appeal Score _____

3) How important is the project to the *health* of the Public and the citizens of the District and/or service area?

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
10 - Minimal importance
(0) - No measurable impact

Appeal Score _____

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?
Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

25 - First priority project
20 - Second priority project
15 Third priority project
10 - Fourth priority project
(5) - Fifth priority project or lower

Appeal Score _____

5) Will the completed project generate user fees or assessments?

(10) – No
0 – Yes

Appeal Score _____

6) Economic Growth – How the completed project will enhance economic growth (See definitions).

10 – The project will directly secure significant new employment
7 - The project will directly secure new employment
5 – The project will secure new employment
3 – The project will permit more development
(0) The project will not impact development

Appeal Score _____

7) Matching Funds - LOCAL

10 - This project is a loan or credit enhancement
10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
(0) Less than 10%

8) Matching Funds - OTHER

(10) 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
1 – 1% to 9.99%
0 – Less than 1%

ODOT = 80%

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district? (See Addendum for definitions)

10 - Project design is for future demand.
(8) Project design is for partial future demand.
6 - Project design is for current demand.
4 - Project design is for minimal increase in capacity.
2 - Project design is for no increase in capacity.

NO CAP Analysis Att.

Appeal Score _____

10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

5 - Will be under contract by December 31, 2003 and no delinquent projects in Rounds 14 & 15
(3) Will be under contract by March 31, 2004 and/or one delinquent project in Rounds 14 & 15
0 - Will not be under contract by March 31, 2004 and/or more than one delinquent project in Rounds 14 & 15

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc. (See Addendum for definitions)

(10) Major impact
8 -
6 - Moderate impact
4 -
2 - Minimal or no impact

Appeal Score _____

12) What is the overall economic health of the jurisdiction?

10 Points
8 Points
(6) Points
4 Points
2 Points

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed — Appeal Score
8 – 80% reduction in legal load or 4-wheeled vehicles only
7 – Moratorium on future development, *not* functioning for current demand _____
6 – 60% reduction in legal load
5 - Moratorium on future development, functioning for current demand
4 – 40% reduction in legal load
2 – 20% reduction in legal load
(0) Less than 20% reduction in legal load

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

(10) 16,000 or more — Appeal Score
8 - 12,000 to 15,999
6 - 8,000 to 11,999 — 36,009 _____
4 - 4,000 to 7,999
2 - 3,999 and under

15) Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide documentation of which fees have been enacted.)

(5) Two or more of the above — Appeal Score
3 - One of the above
0 - None of the above _____

ADDENDUM TO THE RATING SYSTEM

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, health and/or safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: **If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.**

Criterion 2 – Safety

The jurisdiction shall include in its application the type of safety problem that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? In all cases, specific documentation is required.

Note: **Each project is looked at on an individual basis to determine if any aspects of this category apply.** Examples given above are NOT intended to be exclusive.

Criterion 3 – Health

The jurisdiction shall include in its application the type and seriousness of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? Are leaded joints involved in existing water line replacements? **In all cases, specific documentation is required.**

Note: **Each project is looked at on an individual basis to determine if any aspects of this category apply.** Examples given above are NOT intended to be exclusive.

Criterion 4 – Jurisdiction's Priority Listing

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Directly secure significant new employment: The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

Directly secure new employment: The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

Secure new employment: The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

Permit more development: The project is designed to permit additional business development. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Note: **Each project is looked at on an individual basis to determine if any aspects of this category apply.**

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7.

Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.
Moderate Impact - Roads: principal thoroughfares, Federal Aid Urban routes
Minimal / No Impact - Roads: cul-de-sacs, subdivision streets

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.